

THE JEFFERSONIAN

Devoted to Politics, Literature, Agriculture, Science, Morality, and General Intelligence.

VOL. 20.

STROUDSBURG, MONROE COUNTY, PA. APRIL 18, 1861.

NO. 13.

Published by Theodore Schoch.

TERMS.—Two dollars per annum in advance.—Two dollars and a quarter, half yearly—and if not paid before the end of the year, two dollars and a half. No orders discontinued until all arrearages are paid, except at the option of the Editor.

Advertisements of one square (ten lines) or less, one or three insertions, \$1.00. Each additional insertion, 25 cents. Longer ones in proportion.

JOB PRINTING.

Having a general assortment of large, plain and ornamental type, we are prepared to execute every description of

FANCY PRINTING.

Cards, Circulars, Bill Heads, Notes, Blank Receipts, Justices, Legal and other Blanks, Pamphlets, &c., printed with neatness and despatch, on reasonable terms at this office.

BE CAREFUL OF YOUR MONEY.

When life is full of health and glee,
Work, work as busy as a bee!
And take this gentle hint from me—
Be careful of your money!
You'll find it true, that friends are few,
When you are short of money.
The single grain cast in the mould
May spring and give a hundred fold!
More precious than its weight in gold!
Be careful of your money!
The grain you sow to stack may grow!
Be careful of your money!
But do not shut sweet Mercy's doors,
When sorrow pleads for want implores;
To help to heal misfortune's sores,
Be careful of your money!
To help the poor when at your door,
Be careful of your money!
Would you escape the beggar's lot,
The death bed of the tipping sot,
And live in sweet contentment's cot!
Be careful of your money!
And if you need a friend indeed,
Be careful of your money.

To the Honorable the Senate and House of Representatives.

GENTLEMEN:—I deem it a duty I owe to my constituents to explain the reasons which have influenced me in casting my vote in favor of the bill for the commutation of the tonnage tax upon the Pennsylvania railroad company; and in doing so, although I am aware that my action will be mis-constructed, and those whom I have always labored to serve induces to become my enemies, I shall speak in candor and honesty, leaving time to correct any wrong impressions which may now exist.

It is well known that during the whole course of my life I have been a firm and fast friend of public improvements, and as a Senator have steadily voted for all measures tending to develop the resources of this State. What signifies the great mineral wealth of Pennsylvania—her iron, coal, oil, etc., if they are to lie undeveloped and hidden in the bowels of the earth? We may talk of the greatness of our State—her immense resources—her high station among the rest of the States of the Union, but if the energy of our people is to be paralyzed by mistaken legislation, created by a fear that corporations will trample upon public liberty, we are as a State without resources, and the weakest among them all.

While I admit that corporations should be properly checked, I am just as loath to impose upon them unnecessary burdens as I would be upon the people in their individual capacity. When in 1846 it was found necessary in order to secure the trade of the great West to our people, and especially to Philadelphia, to incorporate the Pennsylvania Railroad company, Senators and Members of the House of Representatives, together with Governor Shunk, deemed it all important to tax the trade passing over the Pennsylvania Railroad five mills per ton per mile, in order to protect the trade of the Pennsylvania Canal. There was no other object in placing a tax on this trade, and there could have been no other, for the trade passing over other roads in the State was exempt from such a tax. Afterwards it was found necessary to reduce this tax to three mills per ton per mile, because it was ascertained that as neighboring States granted to railroads within their borders the greatest possible facilities, in order to reach the west and its trade, the wretched policy of our State was fast losing it to our citizens.

The canal was well enough in its day, and when transporters had no other means of transportation, but it was obvious to every right thinking man that it must eventually give way to the facilities which railroads afford to those engaged in trade. So far as the principle of taxing trade *in transitu* was concerned, it was an illogical policy, because it sought to make the trade of one State, and which preferred the Pennsylvania Railroad to all others pay tribute to the State to make up for a possible deficiency in the receipts of the canal. I do not for a moment doubt but those who inaugurated the policy were governed by patriotic motives, but the result has shown the fallibility of human judgment, as well as the folly of taxing trade passing through the State, while other States invite its transit without taxation.

The Legislature passed an act releasing coal and lumber passing over the Pennsylvania railroad from taxation, and the reason urged for this exemption was, that these articles were used alike by the poor as well as rich, and therefore should be obtained in market as cheap as possible. When this Act was passed there was no outbreak of popular indignation

against those legislators who voted for the bill. It was believed to be right and no effort was ever made to restore it. Now if the tax upon coal or lumber was wrong, what peculiar characteristics do they possess over wheat, rye, corn, flour or merchandise of any sort? I know that many people suppose that the Pennsylvania Railroad company pay the tax, or in other words that it is a upon the road. This is a mistake. It is a tax upon the trade, and that trade belongs to those who transport and they pay the tax. Can any reasonable man therefore allege that transporters in one part of the Commonwealth shall pay a tax to the State for the privilege of transporting goods, wares and merchandise over a railroad, while transporters in other portions go scot free!

I have said that the imposition of this tax on the Pennsylvania railroad was for the purpose of protecting the interest of the State in the canal, and to guard against any possible diminution of the receipts from that source created by the construction of the railroad. This being the cause, the Legislature in—passed an Act authorizing the sale of the Main Line of public works, which included the Columbia railroad and the same was purchased by the Pennsylvania railroad company for the sum of seven million five hundred thousand dollars, and the law also contained a provision that if the Pennsylvania railroad company became the purchaser and paid an additional sum of one million five hundred thousand dollars, making in all nine millions, they should be forever released from the tonnage tax. This provision, however, was decided to be unconstitutional, on the ground that as taxation was an incident of government, the Legislature had no authority to annul the right. The Pennsylvania Railroad company then became the purchaser, and complied with the provisions of the Act authorizing the sale. It is immaterial now to argue whether the sale was a judicious one or not, but it is certain that since then the public debt has been gradually decreasing. The main line of the public works having thus passed out of the hands of the State, and her interests in this respect no longer requiring protection, it is certainly not an act of simple justice, that the tax imposed for such protection should be removed. I am well aware, that the cry has gone forth, that it has taken a large amount of revenue out of the treasury and the people are beseeched to take up the cry and calumniate every man entertaining a different opinion however honest he may be in that opinion.

If the imposition of this tax is a necessity arising out of a deficiency in the public revenue, why in the name of common sense, should not the trade on the other railroads in the Commonwealth pay a tax also! Is there any reason why a transporter living in the western part of the State should pay a tax for the privilege of transporting on the Pennsylvania Railroad, while a transporter on the Lehigh Valley Railroad, pays not a farthing to the State? Who will say that this is equal taxation? Who will say that such a policy has even the shadow of justice? We are all more or less selfish in our feelings, and I venture to predict that had I voted to put a tax on the Lehigh Valley Railroad for every pound of freight carried over it, I should never have heard the last of it. And yet, why should it be exempt and the Pennsylvania Railroad taxed? Are the cases not parallel—exactly similar? But it is said, the imposition of this tax was a contract—a bargain—between the State and the Railroad! What folly! What an absurdity! The Lehigh Valley Railroad Company had many things in the original charter which have long since been repealed, and we might ask with equal propriety, what right the Legislature had to repeal them, because perchance some wiseacre, might afterwards say, it was a bargain! The allegation that it was a contract carries with it, its own refutation.

The bill for the repeal of the tonnage tax contains a provision by which certain loans are to be made to other companies, organized for the purpose of constructing railroads in certain sections of the State which have never been reached by any public improvements. The development of the resources of these sections of the State by this means, will in the judgment of the best informed men, add so much to the aggregate value of real estate as to make up to the State Treasury a sum equal to the amount of the tonnage tax; for it must be remembered that some of the wealthiest portions of the State in nearly all kinds of mineral remain undeveloped. Who would have supposed a few years ago that Venango county contained the wealth in oil which recent developments proved beyond question to be! Who would have thought that land bringing in that region ten and twenty dollars per acre, would bring in the space of two years two hundred dollars per acre!—Yet such is the fact, and we are not without standing all these evidences of Pennsylvania's great wealth, still importuned to the sickly cry of "mammoth corporations."

The bill also provides that by the year 1860 the amount due the Commonwealth, which is \$13,500,000 shall be paid; whereas, by existing laws and contracts she is not required by that time to pay more than four millions three hundred thousand dollars. This is an important

matter, as it affords the means beyond all question of an entire and complete extinguishment of the public debt, long before the whole amount due by the Pennsylvania Railroad company is to be paid the Commonwealth. The sooner the amount due by the Pennsylvania Railroad is paid to the State, the sooner will the public debt be satisfied, and, therefore, all good and true men should feel themselves bound to accomplish such a desirable end.

The reduction of freights upon the Pennsylvania Railroads is in fact of great advantage to those who use this road as the means of transportation. That our own citizens should be enabled to transport as cheaply as the citizen of other States is certainly a question which cannot possibly admit of a doubt. The tonnage tax has mainly been collected from them, because when the Pennsylvania Railroad company desired to obtain the trade of the great West, they were compelled to lower their freight equal to that of other roads, and in order to make up the loss place additional toll upon our own transporters. They had either to do this or be at a constant loss. By this bill being relieved from the tonnage tax, a corresponding reduction in the amount of toll upon freight is effected, and our citizens derive the benefit.

These are some of the main reasons which have influenced me in my vote for the repeal of the tonnage tax upon the Pennsylvania Railroad, and I care very little what politicians may say or do in regard to my action. No man who knows me will feel himself justified in saying that I have been bribed, or that my vote has been given for a pecuniary consideration. I have lived too long among the people of my district for any man to charge me with meanness. It is true there are men who upon their own merit would never be able to reach a public position, who would delight to get a hobby by which they could ride into power; but such men are but the scum of political factions, and the annoyance of the honest portion of community. In this matter I have done that which I believed right, and which in candor I think will eventually redound to the interests of the great State we all love so well. Besides all this when I reflect the millions upon millions of the public funds expended on the Delaware division, to the advantage of my people, I would have been a base and miserable creature if I had not assisted in my vote other sections desirous of developing their resources. We know full well that many portions of the State paid their taxes on a compulsory, while we were asking annually thousands upon thousands to keep up the Delaware division of the Pennsylvania canal, and now when those portions who have thus borne with us patiently, come to the Legislature and ask us to help them, they are met with the cry of tax! tax! Why our people, in their opposition should hide their heads in shame, or at least their voice should never be heard in the legislative halls against the injustice of any measure, when they have been the recipients of public bounty for the last fifteen years. I truly feel myself humiliated that my people have so far forgotten what is due by them to a patient and long suffering public, as to raise up a cry against what is regarded a patriotic and public measure. Politicians may foam and sweat, I care nothing for them. They are ever on the alert to take advantage of their neighbors, and in this advantage foist themselves into office. If they thus get in I am content, but it may be a long time before the people will be, after they are in.

Again, objections are made because I voted for the bill entitled an Act for the relief of the Sunbury and Erie Railroad. Independent of the fact that this bill received over two-thirds of the votes in the Senate and House of Representatives, I must be permitted to remark that it was the only safe and sure method for the State to secure her interests. It is well known that with the original bill selling the Delaware Division, the North and West Branch Divisions, &c., to the Sunbury and Erie Railroad, and taking as the purchase money the bonds of that company to the amount of three millions five hundred thousand dollars, I had nothing to do. Neither did the bill of last session, by which a priority of lien to the amount of six hundred thousand dollars was given to contractors and laborers over the Commonwealth receive my sanction. But these Acts were passed by the Legislature, and it became my duty to ascertain what was to be done for the interests of the State. Without embracing in this defence any statistical information as to the pecuniary benefit which the State will undoubtedly derive from the construction of this road in the increase of the value of real estate, and the development of resources, allow me to say that had not this bill been passed, the contractors and laborers could have at any moment sued out their claim and sold the road for the amount of their lien, and the State would have lost the whole amount of her claim. By this bill she will eventually realize the investment she made, besides adding vastly to her resources!

With this view of the case, what was I to do? Was I to stand idly by and see a policy adopted to prevent the State from ever obtaining one cent for her public improvements? This is another question which politicians will no doubt pervert to my injury; but I care but little for time will show that the course which I

have pursued will redound to the advantage of the tax-payers of the State, and the increase of the public revenues.

The following reasons, which were given by the Representatives from Berks county, and sanctioned by the members from York county, I fully endorse, and adopt them as the reasons which influenced me in the vote which I gave on this bill.

JER SCHINDEL.

To the Hon. Speaker of the House of Representatives.

SIR:—The House of Representatives, by a unanimous vote, permitted the undersigned to place upon the Journals the reasons which influenced them in voting for the passage of bill No. 239, entitled "An Act to change the name of the Sunbury and Erie Railroad, and to facilitate the construction of a railroad from Sunbury to Erie." We now avail ourselves of this permission, and give for our votes the following reasons:

The State canals were sold by Act of the 21st of April, 1858. The Commonwealth, to secure the payment of three and a half millions of dollars took a mortgage on the property and franchises of the Sunbury and Erie Railroad. At the date of this mortgage there were but about forty-four mile of road completed, viz: from Sunbury to Williamsport, and on it there was already a mortgage for one million of dollars. The mortgage given the State was second to this, though it was a first mortgage on the unfinished part of the road.

There was due contractors for work done and material furnished under contracts made prior to the execution of the mortgage by the Railroad company, to the State, of about three hundred and fifty thousand dollars. Under the Act of 1843 this sum was a first or prior lien—consequently took precedence of the State mortgage.

By Act of 13th April, 1860, the Legislature very unwisely, in our opinion, gave a preference to contractors for work and labor done and material furnished on said road, between the first of August, 1859, and the first of April, 1860, to the amount of six hundred thousand dollars, and in case of a judicial sale, ordered to be first paid. This being a great wrong to the State, we stoutly opposed the passage of the bill, but a majority thought differently, and it became a law, by the approval of Governor Paerl.

There was, and is now, imminent danger of judicial proceedings against the Railroad Company, which, if pushed to a judicial sale, will result, as all admit, in a loss to the State of the three and a half millions of dollars and the accrued interest thereon.

The want of care manifested by the Legislature of 1858, and the improvident action of the General Assembly, at the session of 1860, had so endangered the mortgage the State held on the property of the company, that it was found necessary to legislate this session for its security.

The Sunbury and Erie railroad is unfinished—in consequence, the lien of the State must be regarded as little or no value. A bill was presented to enable the company to finish and equip their road. An examination of its provisions gave evidence that it took not a dollar from the State Treasury. On the contrary aimed to make secure the mortgage held by the Commonwealth.

The question presented to our minds—*Shall we save the three and half millions for the State by passing this bill? or shall we throw it away beyond the hope of recovery, by refusing to vote for it?* In this alternative we resolved to do what others had neglected, viz:—protect the property and interests of the State and people. Accordingly we voted for the bill.

Had we been members of the Legislature in 1858, we certainly would have opposed this iniquitous act authorizing the sale of the State canal as earnestly as we did the act passed last session which gave a preference to contractors to the injury of the Commonwealth, to the amount of six hundred thousand dollars.

An enumeration of the claims against the Sunbury and Erie road, which have preference of the mortgage held by the State, exhibits the sum of two million and twenty-six thousand dollars, as follows, viz:

First mortgage on Eastern Division	\$1,000,000 00
Due contractors for work done under contracts made prior to the mortgage given the State, and by Act of 1843 a first lien Certificates issued by Act of April 13, 1860.	350,000 00
Interest estimated.	600,000 00
	75,000 00
	\$2,025,000 00

Next after our convictions of duty to the State, it is to the undersigned a source of pride that we have been instrumental in saving from entire loss so large a sum as \$3,500,000. We do not wish to cast reflections on former Legislatures, though we cannot overlook the fact that a prudent care on their part would have obviated the necessity of legislation at our hands to correct their errors and thereby render secure the money of the people. After mature deliberation we were constrained to consider the passage of the bill under consideration in a different light from that which we would have considered it had it been an original proposi-

tion. Suppose, for example, the Legislature would refuse to grant them the relief asked for, the line of railroad would remain unfinished, and the State would have a mortgage which at best would be worthless, because it operated upon an unproductive and unfinished road. If the contractors then by a refusal on the part of the Legislature to grant the relief, were compelled to obtain judgment for the amount of six hundred thousand dollars, and on this judgment had issued an execution, sold the road, and bought it themselves, the lien of the Commonwealth would have been extinguished, and the whole amount due the State lost. But by the passage of this bill, the State becomes the second mortgagee—the Company is enabled to finish their road, and the State some time will realize the amount which is an unsecured moment she invested therein. Such being the case, and to secure the tax payers of the State from the possibility of loss, we deemed it our duty to vote for the bill. The original proposition by which the interest of the Commonwealth in the canals were transferred or sold, if you please, to the Sunbury and Erie Railroad Company, for the bonds of said company, we had nothing to do with, not being members of the Legislature at the time, and the Act by which a priority of lien of six hundred thousand dollars was given to contractors on said road, over the Commonwealth, we violently opposed; still both these Acts became laws, and we had no other alternative left us but to vote for the present bill, in order, if possible, to save to the Commonwealth at some future day, the amount of three millions five hundred thousand dollars, agreed in the first instance to be paid by the Sunbury and Erie railroad to the Commonwealth.

This explanation of our course we deem necessary to those whom we represent, and as it is made in good faith, we hope and trust it may be received in the same spirit in which it is made, and prove satisfactory.

E. PENN SMITH,
H. B. RHOADS,
MICHAEL L. BOYER.

We assume the above reasons for our vote.

JOHN MANIFOLD,
HIRAM R. KLINE.

I deem it unnecessary to state the reasons which governed me in voting for the two bills, the relief of the Sunbury and Erie Railroad and the commutation of the tonnage tax on the Pennsylvania railroad. I fully agree with Mr. Schindel, who has given the above statement and desire that it may be regarded as my own.

P. F. EILENBERGER.

Where Shall We Be?

Where shall we be when our names have been forgotten and passed into oblivion, our bodies moulded into earth, and moss and ivy growing upon our tombstones?

Where shall we be when the Empires, Kingdoms, and States that are now reared like proud fabrics over the earth have passed away—their emperors, kings, princes and statesmen laid low in the dust—their thrones subverted, and their scepters broken?

Where shall we be when the little birds, which sing so sweetly, have hushed their merry songs forever, the brooks forget their complaining, and zephyrs?

Where shall we be when the fountains oceans, lakes and rivers will be dried up! When lightning will no longer flash a-thwart the heavens, or play among the clouds, and the thunders cease to roll in the vaulted depths of air! When hills and mountains, dales and valleys, trees and flowers have passed away?

When a pall, black as the clouds that hover o'er Stygian lake, shall veil the sun, obscure the moon, and wrap the world in Tartarian gloom! When the great arch, angle, with trumpet and sonorous voice shall summon from their coral beds, beneath the slumbering waves of the mighty main, the marble sepulchre and the mossy tomb, the dead, both small and great.

When the white cloud, the angels, and the glory of His Father shall descend, the throne be set; the Judge be seated, the books opened; and the myriads that have lived on earth since the beginning, all called to judgement! And when the scythe and glass of Time will be laid by, the just taken home to God, nature's grand laws destroyed, and amid confusion and consternation of element, the wicked driven to dreary domain of the eternal night—reader, where, then, shall you be!

A Curious Item.

In the list of Contingent Expenses of the Treasury Department at Washington, for the last year, the following entry occurs:

"Varnishing Mr. Buchanan \$3 50."
The *Tribune*, of course, has its fun out of the "Old Functionary" coming in for his "coat," which, it takes for granted, was laid on "thick" by the Secretary.

Orders have been given to the Commissioners of the Land Office and to the Pension officers to hold no more official correspondence with persons residing in seceded States.

In the town of Concord, Mass., there are annually manufactured 100,000 pens, and 75,000 tabs, worth \$94,000; 2,000 gross of pencils, worth \$4,000; 2,000 packs of gold leaf, worth \$14,000.

Resist Temptation.

Within a few weeks there has transpired in Easton a case, where a young man, who had gained the confidence of his employer and the respect and favor of the public, was found guilty of such an unpardonable misdemeanor, as to serve for a warning to all young men. A number of years had been a principal clerk in one of our largest and most business like establishments. He lived with his employer like one of his own family.—He had become connected with the church and was punctual in the performance of all his duties. But in an unguarded hour, in an evil moment the tempter seduced him, and persuaded him that a dime was a very small amount, where the sum total of the day's business was calculated at many dollars. A dime was taken. It escaped detection. Desires increased, fashion urged on the delinquent. A gold watch was desirable. It was obtained.—The payments were made in small sums. The employer's drawers suffered in small amounts. Clothing of first quality must be worn, and of course goods were cut off but they brought no cash in turn. In short, the young man began by taking small amounts of money, yet his conduct was so well guarded that it took several years to detect him, and that only took place, when the grabbing became too large and bulky. The clerk was ruined. His place was declared vacant and his face cannot be seen in our community. Let young men take warning. Poverty may be an inconvenience and hard-ship, but it is no disgrace. Honesty and truth will guide you at all times into honor and favor.—Avoid the enticing associations of the day and temptation will not press you severely in the way that leads to ruin and destruction.—*Easton Free Press.*

Effects of Secession.

Those who imagine that since their secession from the Union the cotton States have gone on prosperously, and that all the suffering from the crisis is confined to the trading and manufacturing North, should observe such paragraphs as the following from the Aberdeen *Conservative*, a paper, published in the northern part of Mississippi—

"We attended the Sheriff's sale of Monday last, and were perfectly astonished to see such a sacrifice of property. One gentleman actually purchased one hundred and sixty odd acres of land for \$40; another bought a half interest in a brick law office for \$50; a \$125 buggy was sold for \$30, and other property sold equally low."

Yet on property so much reduced in value heavily increased taxes have been assessed, and will be exacted, to pay for the oligarchical government at Montgomery, and maintain an expensive army and navy. Of course property all over the cotton kingdom must be very greatly depreciated in value, for there is an embargo on trade, emigration is discouraged, and even the produce of the country laid upon to yield tribute.

A Good One.

The Rev. A. Cameron, of Shelby County, Kentucky—a noted Presbyterian divine in his day—was an adroit disputant, and generally managed to parry a home thrust, no matter how well directed it was. On one occasion the Synod was trying the Rev. Mr. Haber for having married the sister of his deceased wife, and Father C. was making an able speech against him. In the midst of his argument the offending brother appealed to him to answer if he had not himself, in Shelby county, united in marriage a couple within the prohibited degrees which he was now condemning. "Yes," said he, "I did, and I will tell you why: she was an old gal, and I thought it was her last chance!"

"We heard a sight or two since, a tolerable good story of a couple of raftsmen. The event occurred during the late big blow on the Mississippi, at which time so many rafts were swamped and so many steamboats lost their sky rigging. A raft was just emerging from Lake Peopin as the squall came. In an instant the raft was pitching and writhing as if suddenly dropped into Charybdis, while the waves broke over it with tremendous force. Two Irishmen were on the forward part, one of whom rightened by the tremendous upsurge, and expecting instant destruction, dropped on his knees and commenced praying with a vim equal to the emergency. Happening to open his eyes an instant, he observed his companion not engaged in prayer, but pushing a pole into the water at the side of the raft."

"What's that yer doin', Mike!" said he—"get down on yer knees now, for there isn't a minit between us and Purgatory!"

"Be aisy Pat," said the other, as he coolly continued to punch the water with his pole—"Be aisy now! what's the use of prayin' when a felly can tetch bottom with a pole!"

Mike is a pretty fine specimen of a large class of Christians who prefer to omit prayer as long as they can "tetch bottom."

"A boy entered a stationary store the other day, and asked the proprietor what kind of pens he sold.

"All birds," was the reply.

"Well, then," said the boy, "I'll take three cents worth of pig pens."